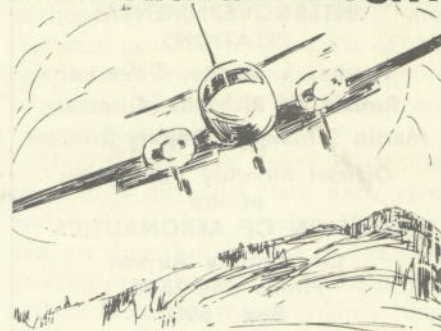




Scene at Corvallis Junior High School flying classroom, Hamilton.

MONTANA and the SKY



MONTANA DIVISION OF AERONAUTICS

Vol. 26 — No. 6

June, 1975

AIR AMBULANCE CONFERENCE TO BE HELD IN HELENA

On June 27 and 28 Dawson A. Mills, M.D. with the National Highway Traffic Safety Administration in Washington, D.C. will speak at an Air Ambulance Conference in Helena.

The two-day affair will also include speeches by Montana physicians, military personnel involved with air ambulance transport and experts in various fields of air ambulance transportation. The purpose of the conference is to learn what exists in Montana concerning air ambulance capabilities and to discuss recommendations and/or future regulations of air ambulances. The conference will also instruct those who have little knowledge about different aspects of air ambulance transportation.

Seven workshops are planned: Training and Education, Resources and Accessibility, Emergency Rescue, Communications, Funding, Air Ambulance Standards and Recommended Equipment.

Registration starts at 8:00 Friday morning at the Colonial Hilton in Helena. Advanced registration is encouraged and may be made by sending name, address and occupation to the Emergency Medical Services Bureau, 1424 Ninth Avenue, Helena

59601. The conference will end Saturday in the late afternoon.

Sponsors are: The emergency medical services bureau; mountain states regional medical program and the highway traffic safety division.

HUNT APPOINTED WORKER'S COMPENSATION JUDGE



Governor Thomas L. Judge appointed Aeronautics Division Administrator William E. Hunt to the newly created position of worker's compensation judge to fulfill a legislative mandate.

The new judgeship was created by the 1975 legislature to handle quasi-judicial proceedings involving the state Worker's Compensation Division and was only a part of a pack-

age of bills introduced in the legislature aimed at diluting the power of the Worker's Compensation Division administration.

Hunt was one of three finalists recommended to the governor by the Judicial Nominations Commission. He was appointed to head the Aeronautics Division by former Governor Forrest H. Anderson and continued in that job under Judge.

Hunt is a graduate of the University of Montana law school and is a former Liberty County attorney. He held that position for almost 10 years and also served one term as mayor of Chester. He moved to Helena in 1969.

Other finalists for the job included Gordon R. Hickman of Harlowton and Harold L. Holt of Missoula.

Hunt was in the army from 1941 to 1950 and saw combat duty in Europe, Africa and Sicily during World War II. He and his wife Mary have five children. The new appointment is for a six year term ending July 1, 1981.

INAC HONORS FRANK WILEY

Word has been received that Frank Wiley's name has been selected as one of those to be honored by the International Northwest Aviation Council at their annual convention in

(Continued on Page 2)

**DEPARTMENT OF
INTERGOVERNMENTAL
RELATIONS**

**Thomas L. Judge, Governor
Ronald P. Richards, Director
Martin T. Mangan, Deputy Director**

**Official Monthly Publication
of the
DIVISION OF AERONAUTICS
City/County Airport
Phone 449-2506
Box 1698**

**Helena, Montana 59601
William E. Hunt, Administrator**

Board of Aeronautics

**Richard O'Brien, Chairman
Thomas F. Kiely, Vice-Chairman
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Edited by: **Bernice M. Peacock**

(Continued from Page 1)

Sun Valley, Idaho. The association has established a Roll of Honor to recognize outstanding aviation personalities. The first presentations will be made at the annual convention September 6 in Sun Valley. Six were chosen to start the roll, and only one will be so honored every year from now on.

**DC-10'S SERVE
GREAT FALLS**

Northwest Airlines starts DC-10 service into Montana and we congratulate them on this improvement. It reminds us again that time passes and increased aircraft sizes and changing schedules make it imperative that long range planning, followed by action when needed, must be done to meet the improvements aviation is forever making to the transportation system of the United States.

*Administrator's
Column*

We cannot subscribe to the idea advanced by some organizations that inclusion of the flight service centers and air traffic control centers is a good idea. Our position is that the flight service stations should be left where they are and if any changes are to be made their numbers should be increased in Montana rather than reduced or consolidated. If proponents of consolidation with the ATR's prevail, then Montana will have no FAA facilities within its border that are specifically to aid enroute traffic and all direct personal assistance will be lost to the general aviation and its personnel transferred to Minneapolis and Salt Lake City.

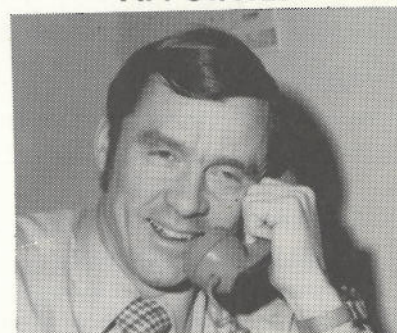
By placing the flight service station facilities within these centers Montana will lose the very beneficial centers at Cut Bank, Great Falls, Lewistown, Miles City, Billings, Livingston, Bozeman, Helena, Butte and Missoula. Montana would then be limited to approach control facilities at Great Falls and Billings, and towers at Missoula, Helena, Great Falls and Billings.

We have always maintained that there is more reason than just the immediate aid to the pilot furnished by these facilities, important as this aid is to our state. Equally of concern is the loss of these facilities to the citizens and the FAA for maintaining contact with the state that stands very high in aviation use and increasing use. It is our opinion that the facilities that exist in Montana furnish far more than the day-to-day contact with pilots. They are important parts of the community where they exist and they serve the community, the aviation industry, not only in the capacity of aviation technicians, but important members of the social system of the towns where they live and are a credit to aviation and the FAA.

In connection with support and opposition, we note that the Aircraft Owners and Pilots Association has

taken a stand in support of consolidation of the flight service stations with the air traffic control centers. This may represent the thinking of some of the members of AOPA but it is certainly not representative of all its membership and while we think that that organization has generally been a spokesman for a significant part of the aviation community, we cannot subscribe in any way to their position that consolidation is a good idea.

**ACTING ADMINISTRATOR
APPOINTED**



The chief of the air transportation bureau for the Division of Aeronautics — Michael Ferguson, 40 — has been named acting administrator effective July 1, according to Ronald P. Richards, director of the Department of Intergovernmental Relations.

William Hunt, administrator of the division for the past five years was appointed judge for the Worker's Compensation division of the Department of Labor and Industry by Governor Thomas L. Judge Friday, June 6.

Richards said he will seek applications for the \$18,000 a year job and will ask the members of the Board of Aeronautics to review all applications and advise him with respect to the top three individuals.

"I intend to review all the applications myself, but I am anxious to have the opinions of the members of the board, since they collectively represent the majority of the aviation community in Montana," Richards said.

Ferguson came to work as air transportation bureau chief in November, 1974. Before that, he was president and general manager of

(Continued on Page 3)

(Continued from Page 2)
Big Sky Maintenance, Inc., of Billings, an aircraft maintenance firm. A native of Columbus, Montana, Ferguson received his post-secondary education at the University of Oklahoma and the Northrup Institute of Technology. He possesses a commercial pilot rating, aircraft inspector rating, airframe rating and powerplant rating from the Federal Aviation Administration.

HAVRE AIRSHOW

By: MRS. SHARON SPICHER

Over four thousand people of all ages enjoyed an exciting and unusual Mother's Day, May 11, as they viewed the spectacular aerobatic show at Havre, Montana. One hundred and three aircraft from various areas of the state landed at the Havre City/County airport for the eventful day. Cars were backed up for four miles at one time and the show was delayed for a half hour to let hundreds of people be admitted. Havre Kiwanis Club served a hotcake and sausage breakfast at the airport to kick off the day. Big Sky divers from Billings and Osprey Sky Diving team from Kalispell opened and closed the afternoon show.

The main attraction of the afternoon, featuring the Franklin Flying Circus of Lovington, New Mexico, began with a drunken flying act in a stock Super Cub, followed by snap rolls, slow rolls, loops and spins performed by Steve Franklin, 18, in a Jungmeister German sport bi-plane with a 260 Lycoming installed. Forrest Jones thrilled the crowd with his wing walking performance on a Waco UPF-7, a primary trainer from World War II with a 450 H.P. engine replacement, and his motorcycle-to-plane transfer, using a rope ladder with a Super Cub. Jim Franklin, 26, did low level aerobatics in a stock Super Viking, plus inverted ribbon cutting a few feet off the ground with the Waco.

Several aircraft dealers had models of new aircraft on display in addition to a few antique aircraft on display. \$500 of flying lessons were awarded during the afternoon drawings from advanced ticket sales; \$250 worth

being donated by Hi-Line Insurance Agency of Hingham, and \$250 from Hensley Flying Service, Solomon and Johnson Flying Service, and Havre Aviation.

The Havre Hangar members of Montana Pilots Association were assisted by National Guard and Civil Air Patrol plus local civic organizations in sponsoring the successful show.

See full page of pictures elsewhere in this issue.

CALIFORNIANS TO TOUR MONTANA BY AIR

By: JACK WILSON, Chief
Safety & Education Bureau



During the period August 9-16 a flying club from El Monte, California will conduct a grand tour of the State of Montana. This will be initiated by their arrival in Butte on August 9. They will then travel to Virginia City, remaining overnight. August 10 they will go to Fairmont and return to Butte August 11 for a complete tour of Butte's facilities. August 12 they will fly to Bench Mark Airport for a noon picnic and return to Helena remaining overnight, and on August 13, following a tour of the Capitol building, will tour the Gates of the Mountains. August 14 they depart for a flight over Glacier Park, landing at Glacier Park International Airport to make a tour through the park to Many Glaciers Hotel where they will stay the night of the 14th. They will return to Kalispell the next day for a tour and farewell banquet, and return to California August 16.

It is expected there will be 35 aircraft on this tour and in the neighborhood of 80 to 85 people. There is also a possibility that some of the people will remain longer than their scheduled departure for side trips around Montana.

This flying club from El Monte goes to a different state each year and this year has selected Montana. We are hopeful that tours like this can be encouraged throughout the United States as they certainly help in the development of general aviation.

AIRPORT NOTES

By: DAVID C. KNEEDLER
Chief
Airport Airways Bureau

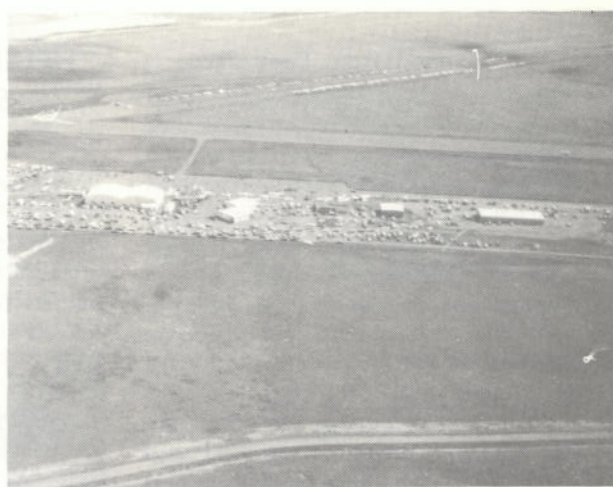


The last two issues of "Montana and the Sky" have contained articles about our upcoming Airport Maintenance Seminar. This will be the final reminder—the dates are June 26 and 27, the place is the Yellowstone Airport at West Yellowstone. There will be information of value to the operators of all airports, both big and small, and we hope that everyone possible will take advantage of this opportunity.

* * * * *

Another event, scheduled for the 27th and 28th of June, is the Air Ambulance Conference to be held at the Colonial Hilton in Helena. This should be of particular interest to fixed base operators in the state engaged in the air ambulance business. The purpose of this conference is to study the question of, and problems relating to, the air transportation of medical emergencies. The use of air
(Continued on Page 6)





HAVRE

AIR

SHOW



(Continued from Page 3)

ambulance, both rotary and fixed wing, in the state of Montana has increased greatly in recent years. As it exists today, the "system" contains a great variety of both aircraft and method of operation. Recently the medical profession and the Montana Department of Health and Environmental Sciences have become alarmed at the lack of continuity of equipment and procedures in this industry. It is hoped that the conference will result in detailed and useable air ambulance guidelines and every effort is being made to involve everyone with an interest in this subject. People outside of the aviation industry have very little concept of the costs involved in aircraft ownership and operation and it behooves us to insure that guidelines resulting from this conference will be something which we can live with. During our past work in this area, we have sensed that this problem is being viewed primarily from the medical standpoint and I think that there is a great need to present the aviation related problems now, before any suggested guidelines become mandatory.

* * * * *

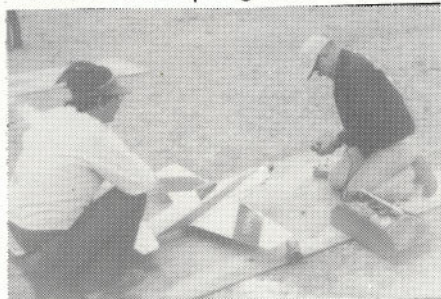
Finally, it is becoming increasingly clear that the Airport Development Aid Program and Planning Grant Program of the federal government will not be renewed and/or amended prior to expiration on June 30. The Senate sub-committee does not intend to begin hearings until sometime in mid-June and there continues to be much controversy about the details of an amended bill. The best guess

at this point is that we will see a temporary extension of the existing law in its present form and I suspect that the extension might be for a period of three months ending on September 30. This would coincide with the beginning of the new federal fiscal year which will apparently run from October 1 through the end of September beginning this year. As this matter develops further, we will keep you informed through this column.

HELENA FLYING TIGERS SPONSOR MEET

By: GERALD C. BURROWS
Aviation Representative

Windy, cool days on May 17 and 18 greeted the 21 contestants and hundreds of spectators as they gathered for the Academy of Model Aeronautics (AMA) sanctioned radio controlled aircraft spring meet in Helena.



Hans Algard, Helena, on the right, pilot, starting radio-controlled model aircraft. Pitman, Ken Brewer of Missoula on the left.

The AMA is a self-supporting, non-profit organization open to anyone interested in model aviation and aviation in general. Its purpose is to promote development of modeling as a recognized sport, and as a worthwhile recreational and educational activity. There are over 50,000 members in this national organization.

There are over 200 flyers in Montana with clubs in Great Falls, Billings, Missoula, Bozeman, Butte and Helena. Many participants are not club members and have developed the sport on their own. You may find these people scattered throughout Montana.

A figure M, Cuban Eight, Double Immelman, Top Hat and a Rolling Eight are a few of the maneuvers the contestants put the planes through in the class D Expert Pattern event. Darrol Cady, Billings, won the event with Simon Dreese, Broadview, second.

Chuck Blanchard, Helena, 1st and Leonard Kaiser, Billings, 2nd in the Class B Pattern. Chuck Flynn and

John Pistelak, Helena, took first and second in the Class A Pattern event.

Pylon racing is a spectacular event for the onlookers as well as a challenge for the contestants. The mul-



Pilots and pitmen readying aircraft for start of race. Pitmen: Glen Hertz, Chuck Blanchard, Leon Albert. Pilots: Dale Cowger, Simon Dreese and Darrol Cady.

tipple plane races recapture the spirit and thrills of the great races, past and present.

The Formula I planes may obtain speeds of 180 mph while zipping around the three pylons. Mell Reed, Helena, recorded the fastest time in the standard class with Dan Powell, Missoula, second.

These aircraft cost about \$50.00, the engines \$70.00 and the radio equipment between \$400-\$500. This would be the type of equipment used in the Formula I Expert event which was won by Chuck Blanchard, Helena, with Dale Cowger, Billings, second.

The AMA clubs are not restricted to radio control aircraft: Free flights (gliders, rockets, rubber and gas); control line and scale model (powered and unpowered) are part of the program.

Beginner equipment is less than half the cost of the racing gear and some clubs have club radio controlled aircraft available to beginning members.

Many flying activities are supplemented by radio control aircraft demonstrations and more information can be obtained from them or our office will supply you material on the AMA and your closest club.



Judges, lap counters, timers, pylon judge and starter.

MPA CONVENTION

By: **MIKE FERGUSON**, Chief
Air Transportation Bureau

The Montana Pilots Association held their annual convention in Lewistown April 16-18 at the Yogo Inn.

John Poling, chief pilot for Wokal Flying Service, Glasgow, was awarded the Floyd Biehl Memorial Outstanding Achievement Award for 1975. This award was given for Poling's outstanding "coolness" and pilotage in helping a fellow airman trapped VFR on top through an overcast to a safe landing.

Norm Rasmussen of Modern Aire Flight Service, Culbertson, was presented the Montana Mechanic of the Year Award by Ken Goodsell of the Billings FAA General Aviation District Office. Norm was also winner of the Rocky Mountain Region Mechanic of the Year Award. Presentation was made by Isaak Hoover, Deputy Director of the FAA Rocky Mountain Region, Denver. William E. Hunt, administrator of the division of aeronautics presented Norm with a \$100 cash award given by the division of aeronautics. Norm also received a handsome tool box and \$100 gift certificate from Snap-on-Tools.

Mrs. Anne Pellegrino was the guest speaker and she gave a most interesting talk and slide presentation of her flight which duplicated that of Amelia Earhart.

Frank Bass, convention chairman, Robert Simpson, and their wives, as well as the entire Lewistown hangar are to be congratulated for an outstanding convention and for their true Montana hospitality.

Dr. Milton Small of Great Falls was elected president — John Patton of Helena, western vice-president; Jerry Coldwell of Jordan, eastern vice-president; Morris Rudio of Billings, treasurer; and Dr. John Stephan of Kalispell and Frank Stoltz of Miles City, directors.

YELLOWSTONE AIRPORT AIRLINE FLIGHTS

Airline service to Yellowstone Airport commenced June 1. Western Airlines flights are as follows:

FLIGHT	ARRIVE	DEPART
25	9:50	10:10
26	12:22	12:35
16	2:27	2:50
23	4:10	4:25

Effective June 14 Frontier Airlines will have two flights; the first will arrive at 4:18 p.m. and depart at 4:25. The second will arrive at 8:10 p.m., stay overnight and depart at 8:18 a.m. Both are turnaround flights from Denver and Jackson.

CALENDAR

June 16-July 3 — Montana Tech College, Butte, Summer Workshop, Robert Conklin, Director.

June 26-27 — Airport Maintenance Seminar, Yellowstone Airport, West Yellowstone, Montana.

June 27-28 — Air Ambulance Conference, Helena Colonial Hilton.

June 30-July 11 — Eastern Montana College, Billings, Summer Workshop, H. C. Christiansen, Director.

July 4 — Fly-In Breakfast, Jordan. Free to all pilots and passengers.

July 4 — Deer Lodge Fly-In and Air Show.

July 4-6 — Sondreson Fly-In, Polebridge, Montana. Flying Farmers.

July 11-13 — Wolf Point Annual Stampede. Fly-In breakfast July 12 sponsored by MPA.

July 14-19 — Northern Montana College, Havre, Summer Workshop, Ron Kologi, Director.

July 19-20 — Schafer Meadows Fly-In sponsored by MPA. Bring food and sleeping bags.

July 27-August 5 — International Flying Farmers Conference, Lafayette, Indiana.

September 4-6 — International Northwest Aviation Council, Sun Valley, Idaho.

October 3-5 — Montana Flying Farmer Convention, Kalispell, Outlaw Inn.

AVIATION EDUCATION NEWS

By: **SAM GRIGGS**, Supervisor

Fifty-nine eighth grade science students from Corvallis Junior High School enjoyed orientation flights over the Bitterroot Valley Thursday, May 15. The activity, part of an edu-



Students receiving instructions before Aeronautics Division 206 aircraft in which they flew for the flying classroom.

cational program undertaken by the Montana Aeronautics Division, was coordinated closely with Marty Litvin, science instructor for the Corvallis school. Aeronautics division pilots were: Sam Griggs, supervisor, aviation and space education; Jack Wilson, chief, safety and education bureau.

Morning and afternoon groups, almost evenly divided, arrived at Hamilton Aviation in all states of excited anticipation. All but four or five of the young people had not yet experienced flight in any class of airplane. One youngster, a bit more sophisticated, however, laid claim to having ridden in 727's, 737's, 747's, and 707's. Nonetheless, he was visibly nervous about a Cessna 206! Only one tall chap—lean and full of bravado at the start—fell ill at one stage of the proceedings, but carefully blamed it on having eaten too many candy mints.

Expressions of "Oh, that was far-out" or "Cool"—or "Ah man! way out—cloud nine stuff!" were common after the planes returned. All the kids were grateful. Most were impressed. A number registered some degree of nervousness at trying something new. Several asked William Tubbs, the fixed base operator at the field, how much it costs to get a pilot's license because "they were surely going to learn to fly when they got a couple years older."

Sam Griggs gave each group a tour of the Hamilton air field, pointing out the different types of airplanes anchored at the field. He explained the dynamics of flight, showed how the controls are used to make climbs and turns and de-

(Continued on Page 8)

scents. During the aerial phases, the students experienced brief zero gravity, moderate turns and were amazed at the natural beauty of the surrounding country through which their Bitterroot River meanders. One daughter discovered her father on the farm tractor, slowly working his fields. It was an ecstatic moment for her.

* * * * *

Summer workshops — Butte, Billings and Havre will be host cities for the summer aviation workshops this month and next. Montana Tech, Butte, leads off, June 16-July 3. The course, "Aerospace Technology and Earth Sciences" will be given by Robert P. Conklin—a course which "will help any student develop an understanding of the immediate and far-reaching benefits of space research in his every day life."

H. C. "Buzz" Christiansen will conduct the workshop at Eastern Montana College, Billings, June 30-July 11. Ron Kologi will instruct the workshop for Havre's Northern Montana College from July 14-19.

* * * * *

On Tuesday, May 13, your supervisor of aviation education and Jack Wilson, chief of safety and education, were asked by Randy Vogel, the aviation teacher at Broadwater High School, Townsend, to fly his class of 15 students around the local area.

We took both the Cessna 206 and the Cessna 172, and with eight students in the air at a time circled Townsend, went up the north side of Canyon Ferry, across the Spokane Hills to the east and down the valley to Townsend on the south side.

The majority of the students have never been in an airplane before. Although in this case the flying was restricted to the aviation class, we are in the process of putting many other types of classrooms in the air all over the state.



Students from Broadwater High School, Townsend, who took part in flying classroom.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

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